

TRANSIT SERVICES ADVISORY COMMITTEE
Meeting Summary
Thursday October 13, 2016

PRESENT: Mike Warner, Charlotte
Joshua Niday, Charlotte
Daniel MacRae, Charlotte
Walter Horstman, Matthews
Terry Lansdell, Charlotte
Scott Jernigan, Charlotte
Lou Raymond, Cornelius
Louis Cosentine, Huntersville
Gregory Hardee, Charlotte
Chris Maloy, Charlotte
Kalan Pegg, Charlotte

STAFF: Wanda Braswell, Duretta Weicken, Larry Kopf, Pamela White, Brian Horton, Theron Barrino, Tom Reynolds, Tangee Mobley, Brian Nadolny, Jason Lawrence

Meeting Time 4:00-5:30 PM

I. Call to Order and Approval of the September Meeting Summary

Chairman Mr. Michael Warner called the meeting to order at 4:00 p.m., The September meeting summary was approved as written.

II. Public Comment on Agenda Items:

There was no one from the public at the meeting to give comment.

III. Information Items:

A. Civil Unrest

Ms. Tangee Mobley CATS General Manager of Bus Operations stated on September 20, 2016 there was civil unrest along Old Concord Road in Charlotte. As part of the response to that disturbance, the local police department called for the assistance of

TMC and CATS to furnish buses for police and fire personnel to stage and take rest breaks from the disturbance. The intent of the police department was for the buses to be remote from any civil unrest activity. Two of the three buses did remain remote from any disturbance and neither employee nor vehicle was ever involved in any way with the unrest. The third bus, though, did unfortunately become involved as the civil unrest moved unexpectedly towards the location of the bus. The police department made every effort to safeguard both our bus operator and bus during the event but there was nevertheless some contact with the protests. On September 21, 2016 there was additional protest activity in around downtown Charlotte. TMC, CATS and police officials made every effort to protect both CATS and TMC employees during the protests up to and including relocation of the CATS downtown transportation center to two different remote locations. Ms. Mobley continued saying that there were also two incidents where objects were thrown at buses operating in revenue service resulting in damage to two buses and one bus operator injury. The operator was treated at the hospital for exposure to flying glass and released. There was also one unoccupied parked bus that was vandalized. Ms. Mobley commended CATS staff as they worked long hours and put forth great effort to handle the situation.

Mr. Louis Cosentine asked if there was a dollar value of the damages to CATS buses. Ms. Mobley stated the damages were still being evaluated.

Mr. Terry Lansdell asked if any video revealed who did the damages to properties. Ms. Mobley stated yes there have been seven or eight individuals identified thus far.

B. Bus Re-Design

Brian Horton CATS Service Planning explained Envision My Ride saying we will rethink the full bus system in the context of a changing, growing region. Much of the radial, hub-and-spoke network has been in place before CATS existed. The new cross-county LYNX Blue Line provides an opportunity to reorganize the bus system, including new crosstown connections. Additional opportunities include a regional network of Express Lanes, the Gateway and Gold Line projects, and the evolution of South Park into an urban center that goes beyond the mall. Throughout the redesign process, access to jobs and transportation choices must be top goals to ensure more economic opportunity for all citizens across Greater Charlotte. The Committee then broke out into two groups to discuss issues and devise goals and strategies.

IV. Break-Out Group Sessions

The committee members broke into two groups to discuss issues and to devise goals and strategies to help with the Envision My Ride Initiative. Below are the findings.

Guiding Principles (Major Themes)

- Reduce Vehicles on Road
- Make Transit Convenient, and an Option for All Riders (including Choice Riders)
- Balance Coverage and Frequency
- Reduce Travel Time on Transit
- Improve Reliability of Transit

Strategies (Major Themes)

- Improve Crosstown Network by Developing More Frequency Service
- Connect Crosstown Network to Frequent Radial Service
 - Use Rail Stations for Bus/Rail and Bus/Bus Transfers
 - Connect to High Frequency Radial Bus Routes
- Leverage Technology and On Demand Transit Strategies
- Develop Capital Plan that Includes Improved Waiting Infrastructure
- Develop Radial Bus Service, Including Limited Stop, That Improves Reliability
- Take Advantage of Infrastructure, such as Express Lanes, to Improve Reliability
- Make Pedestrian Access Part of Capital Plan, and Coordinate with City Projects

All Comments Listed Below

Goals

- Reduce Vehicles on Road
- Enhance Crosstown Network
- Use Transit Stations as Bus Hubs
- Reduction of Travel Time
- Limited Stop Service to Improve Travel Time
- Use Frequent Arterial Service (and Rapid Transit Investments) to Feed to/from
- Increase Shelter Comfort (Solar Power?)
- Plan Service That Will Encourage Transit Oriented Development
- Use Bus Lines that Feed LYNX
- Frequent Service on Main Roads and Connect to Them
- Use Technology to Best Advantage
- Shoot for Frequent Service in Higher Population Areas
- Base Walking Distance on Topography

North Corridor Strategies

- Develop Service Linking to LYNX
- Link to Areas Other Than Just Uptown
- Develop Direct Routes

Valery C. Woodard Center

- Develop Frequency Arterial Service and Feed Customers into That Service

Matthews/Monroe Corridor

- Use Technology to Improve Transfer Connections
- Provide Service to Businesses Along Independence
- Develop More Frequent Crosstown Service and Connect into LYNX (especially route 51)

Guiding Principles

- Improve Crosstown Network
- Develop Balanced, Efficient Network (Coverage vs. Frequency)
- Shoot for Transit as Mode of First Choice
- Coordinate with Land Use (i.e. Employment Centers)
- Make Sure Capital Investment Plan Addresses Bus/Rail Passenger Needs

Goals and Expectations

- Make Transit More Convenient
- Guarantee Travel Time, Within Reason (Reliability)
- Maximize Express Lane Network
- Single Pay Convenience
- More Transfer Facilities (More Hubs and Spokes)
- Agency Transit Coordination
- Create New Technology Options (On Demand, Shared Rides, Uber, etc.)
- Service Gap Assessment
- Increase Night and Weekend Service
- Special Event Market
- Capital Plan to Fit Network

Issues

- Long Travel Time
- Balance Frequency and Coverage
- Not Enough Transfer Facilities
- Time Transfers
- Outreach is a Component of Successful Network
- Need to Improve Pedestrian Environment (especially lighting)

V. Chairman Report

Mr. Warner stated do to time restraints his report would not be given.

VI. Manager of Operations Report

Mr. Warner stated this report would not be given at this meeting due to time restraints.

Next TSAC MEETING: THURSDAY NOVEMBER 10, 2016